THE GREAT TURF SCANDAL. The whole matter at issue between Lord Durham and the raling spirits of Sherrard's stables will after all, come into court, for Charles Wood, the jockey, has served a writ on his lordship, and means to fight the case in the ordinary way. Mr. Frank Lockwood, Q. C., and Mr. Alfred Lyttleton. are retained in behalf of Wood. Sir Henry James is to lead for Sir George Chetwynd, and Mr. Lewis is busily engaged getting up the case for Lord

likely to do sa

Durham.

Mr. Stanhove has been most strongly

MR. VANDERBILT'S PARIS RESIDENCE.
Mr. Vanderbilt managed to transact several important matters of basiness during his brief stay at the Hotel Bristol. He bought the Hotel Bischoffsheim, one of the finest residences in the Champs Elysee district, for the use of Mrs. Vanderbilt when she comes to Paris to be with her

EDMOND YATES

JOHN L. STODDARD ON BYRON. AN ATTRACTIVE LECTURE AT DALY'S THEATRY.

Not even the wild fury of such a storm as yesterday's could keep away from Duly's Theatre in the morning an audience of eager listeners, who were desirous of hearing John L. Stodfurd's lecture on Byron. Mr. Stodfurd did not disappoint them, and although in place of the usual crowded house he spoke to a small gathering, he delivered his lecture with as much care and finish, as if he were talk-

ring to the poet's boyhood, he dwelt upon the suffer lars of Byron's extremely sensitive nature on account of elights and taunts due to his deformity. He traced Byron's enreer at Cambridge and his travels in Europe and touched on the instantaneous fame which followed the pub-lication of "Childe Harold." Concerning the unhappy sequel of his marriage, the lecturer showed sympathy for the poet rather than for the austere and petulant wife, and lingered levingly upon the extenuating circumstances in Byron's favor. Proquent descriptions were given of the incidents and experiences of Byron's later life and a glow-long tribute was paid to the lofty spirit and the self-sacrifice with which he devoted himself to the cause of Grecian Illerity.

erty.

The lecture was profusely illustrated with admirable observables of Emelish and European scenery. Newstead they, Bernat's various homes in Lendon, his surroundings. Cambridge, travels on the Rhac, in Switzerland, if y and in Greece, portraits, busts, etc. So attractive Mr. Stocidard's matter and manter, so strong his hold on audience, and so interesting all his illustrations, that attention of those present when he speaks is never regarded an moment.

laxed for a numerit.

The lecture on Byron will be repeated in Course B. this morning. The subject for Thursday morning in Course A will be the remaining and fascingting city of Constantinophe with its wealth of Oriental chairs.

spector Byrnes's squad, arraigned at Jefferson Market Court yesterday a young, but clever swindler, William Coddington, age twenty-two, alias Samuel Keiler, alias Frederick Meyorheim, who refused to give his address. On February 27 he called at the Union Novelty Company's office, No. 16 Fond-st, and stated to the manager, Ernest A. Levy, that he was in quest of work. manager, Ernest A. Levy, that he was in quest of work, acquainted with Keiler, and knowing that he had left Vogel's employ. Mr. Levy accordingly gave the swindler two clocks, a dozen silver knives and forks, and several door-mats to sell on commission. Coddington immediately pawned them. As he failed to return, Levy became suspicious and notified inspector. Byross. The detectives on Friday found him in the act of playing the same game on E. G. Des Jardines, dealer in Acollan cabinet organs and music, at No. 782 Broadway. Coddington this time gave his name as Friderick Meyerhelm, of No. 321 West Fifty-sixthet, and referred to A. & H. Wallach, of No. 442 Broadway, Justice White remanded the swindler fut the custody of the detectives as the complainants were anable to appear, on account of the storm.

ME DIVER WANTS THE IRISH FLAG DISPLAYED resolution directing the Commissioner of Public Works to display the flags on the City Halt on Saturday next. St. Patrick's Day, and these are to include the irish flag. He declared that this was only a common courtesy to a large body of Irish-American cit-zens. On this resolution he will call for the ayes trans. On this resolution he will call for the ayes and mays, and place every member present on record on this question. The resolution will not amount to much. The Mayor has ten days in which to consider it, and before his veto of the resolution will be returned to the Board and enable that body to pass it over his voto, St. Patrick's Day will have become a thing of the past. General Newton is too good a soldier to set contrary to the wishes of his superior officer. The Mayor has already declared that so long as he is the head of the city government no foreign flag shall float over the City Hall.

BIENNIAL CONVENTION OF A HEBREW SOCIETY The biennial convention of the Jowish Theological Sem-inary Association was held Sunday, at Cooper Union. The association was formed for the purpose of training youths for the ministry. Delegates representing various congregations in this city. Philadelphia and Baltimore were present. Nathan Levine, Issac Fless, Louis Ash. were present. Nithin Levine, Isaac Fless, Louis Ann.
Jonas Welli and H. Reichier were elected to the Beard
of Trustees for the term of six years. The officers of the
association, who are chosen by the Board of Trustees,
are: President, Joseph Blumenthal: vice-president. Dr. A.
Friedenthal. of Baltimore: treasurer, Newman Cowen;
secretary, Joseph E. Newberger; president of the faculty, the Rev. Dr. S. Morais; preceptor of preparatory class, B. Drachman; of advance class, Dr. Liebman.

DAVID DOWS CONVALENCENT. Reports in circulation to the effect that David Dows is periously ill and that fears were entertained by his family Regarding his recovery, are without foundation. Inquiry at his home, No. 1 East Sixty-ninth-st., Sunday, prompts the information that Mr. Down's health is improving, and that the recent operation of lithotomy perform by Dr. Doty, had given him great relief. Mr. Down pagarded as new in better condition physically than at any time during the past year, and his friends are relieved of gli present anxieties concerning him.

A GIRL'S PLUCKY WILL CONTEST.

A GIRL'S PLUCKY WILL CONTEST.

San Brancisco atopatich to The St. Paul Proneer Press.

A young girl's contest for an estate of \$1.06,000 will come up in the Private Court to-morrow. The facts in the case are romantle. Carelina C. Sankey, eighteen years old, contests also will foll her adopted fathers, Sanuel Sankey, who dislaterized her just before his death. She was the child of a Pennsylvania farmer, and when six years old her perents died. Sanuel Sankey, who was accentrice and childiess, and who was on a visit to his relatives, wanted to adopt the child, but the relatives objected. Then he triest to abduet, but was caught. Finally he secured letters of adoption and came out to his home with little Carrie. He gave her a good education, but was extremely penurious, and at last grew so harsh in his treatment that Carrie had him artested for health in his wife died and he became still more brutal to them his wife died and he became still more brutal to them had not also went to live with a neighbor. Sankey learned on his deathbed he left \$46 to her to buy a recented on his deathbed he left \$46 to her to buy a recented on his deathbed he left \$46 to her to buy a recented on his deathbed he left \$46 to her to buy a recented on his deathbed he left \$46 to her to buy a recented on his deathbed he left \$46 to her to buy a recent of the will in Chicago and was successful. Then probate of the will in Chicago and was successful. Then probate of the will in Chicago and was successful. Then probate of the will in Chicago and was successful. Then probate of the will in Chicago and was successful. Then probate of the will in Chicago and was successful. Then probate of the will in Chicago and was successful. Then probate of the will be fight to Pennsylvanta, where they claimed the adoption was illegal, because Sankey were knocked out, and the fight was transferred to this dity, with the chances deaded yill navor of the girl.

The short-legged cocker can sit on a bench,
And display his fine feather all day;
But he can't hunt grouse nor the royal woodwock,
Because he atn't built that way.
The king body and the short leg.
And the dog that loves the house.
Bave had their day and must give away
To the dog that can hunt the grouse.

"Forest and

DASHING INTO A CHICAGO TRAIN. RAILROAD COLLISION AT DOBBS FERRY.

SEVERAL PASSENGERS BURT-FIXING THE RE-

SPONSIBILITY OF THE ACCIDENT. The closing of the open cut of the New-York Cantral and other roads centring at the Grand Central Station, above Ninety-sixth-st. caused a blockade of trains reaching from this city as far as Spuyten Duyvil on the Central line. The Chicago express reached Dobbs Ferry at 6:45 s. m. and stopped to take water. It is not customary for this train to stop at that point, and the rules of the company do not require that a brakeman should be sent back to display a danger signal. The result was that no official caution was taken to stop any train that might have done wonders in the short time allowed follow. The stopping-place, furthermore, was not near a curve in the rear of the train. While the exadvised to reconsider his decision, and is, I hear, press was at a standstill, the Atlantic and Northern express, the second express train of the day bound south, came down the track at full speed. The wind was blowing flercely, and the snow was swirling so that it was difficult for the engineer to see ahead. The engineer of the second express, No. 14, did, however, see the rear of the first express, No. 8, as his engine dashed along, and that, he says, was the first knowledge he had that a train was just ahead of him. He had not seen any danger signal displayed, he de-

The Chicago express, therefore, dashed into the rear of the Atlantic express. The rear car was the Aberdoen. The collision was a sharp one. The pas-sengers were taken wholly unawares, for the snow prevented their seeing out, and the frost on the win-dows was another means of prevention. The engine of No. 14 worked into the Aberdeen and made splin-ters of the rear end of the car. The Chicago express came to a sudden standstill with the result that the tender of the engine telescoped the baggage car derbilt when she comes to Paris to be with her dister, the Comtesse Gaston de Fonteuilliem, and then, with enterprise worthy of Sidonia or Monte Cristo, engaged M. Joseph, the celebrated cher at Bignon's for five years at a salary of \$10.000 a year. The agreement is drawn in strict legal form.

MACHINE FOR REMOVING TREES.

The latest agricultural improvement is an ingenious machine for bodily removing trees—weighing twenty tons and apwards—from one spot to another without perceptible trouble. One of these machines lately brought into use on the Rothschild estates in Aylesbury was regarded by the agricultural laborers as a device of the evil one.

THE DUKE OF SUTHERLAND RESTORED TO HEALTH.

The Duke of Sutherland writes from Singapore that his health has been completely restored by his trip to the East. He will come home direct instead of continuing his projected voyage to Japan.

LADY PUDLEY'S JEWELS.

The Maharajah of Hotkar has purchased jewels from Lady Dudley to the value of £21,500. Lady Dudley possesses one of the largest and finest voileckions of jewels in the world.

EDMUND YATES.

There commonde the Aberdeen were greatly terrified. They were just rising, and tonse on the Aberdeen were greatly terrified. They were just rising, and some of them rushed those of the Aberdeen were greatly to extirate hose of the Aberdeen were greatly to extirate hose of the Aberdeen were greatly to extirate hose of the early descendent. She was wedged tightly in because the rush of passengers, and the sale of the Aberdeen were greatly to extirate them these of the Aberdeen were greatly could be heaved for some distances. The them the car only party dressed. One of the maxing the form the car only party dressed. One of the sare interfled. They were just rising, and the sale of the ear, and the vas taken out the head to be passengers to her aid, asses were plied to prevent the selection of passengers to her aid, asses were pled sister, the Comtesse Gaston de Fonteuilliem, and There was instantly a great commotion among the

SEEN AND HEARD IN PUBLIC PLACES

Rollin M. Squire walks with a more elastic step since the decision of his case. He trips along Broadway on fine afternoons with the light tread of a schoolboy on his way to the ball-field. "How are you, Commissloner 2" said an acquaintance to him yesterday. The poet was delighted. His eyes sparkled with pleasure,
the selzed the other's hand and never released it until
he had related one of his best holiday stories, which
comprise the bulk of Mr. Squire's capital. Yet one
would suppose from his manner that he was in the
zenith of success.

Mr. Squire is a thousand times more cheerful than

his former associate, Maurice B. Flynn, who with all his losses is still a millionaire. Indeed, Flynn's friends declare that his financial prospects were never brighter. Said one of them recently: "Maurice will make more money within the next four years than he ever did before in the same length of time. How! Why he has been branching out of late in new lines. People supbeen branching out of late in new lines. People supposed he had withdrawn from active life somewhat.
True, he has in New-York, but he has been busy elsowhere. He is interested in all sorts of railroads, gas
companies, and that sort of thing in the South and
West. He has recured several good things in the
Southern States that will pay him handsomely. Besides this he is geiting as many contracts from the
Public Works Department as he did in Squire's time.
A splendid business is being done at his from works.
Maurice is just as groat a gentus for business as ever,
and politically, is far from being the corpse that Willlam P. Grace and 'Reformer' Ivins wish and imagine,
as they'll learn some day."

Flynn's antipathy to Grace is well-founded. There Flyan's antipathy to Grace is well-founded. There

are many causes for it, but of course the chief one rested in the publication of the Squire letter. Hubert O. Thompson gave this to Ivins in a moment of rage, due to the discharge of some of his friends in the Pub-Detective Sergeants Liston and McGinnis, of In- lie Works Department by Squire. He regretted this

Vogel Brothers, the clothlers. When inquiries were made, the clothing firm gave Keller the best of refer- office of Corporation Counsel, in this city, shall be ences. The prisoner had assumed that name, being elective, instead of appointive, as at present. The way to the court building and adjourned court sequainted with Keiler, and knowing that he had intefatigable Simon Stevens is said to be the anthor of for the day, as the witnesses and jurors were abthe measure, but there are many besides him in favor of such a law. Mr. Stevens holds that there is no reason why the selection of this official should not rest with the people. The State selects its own Attorney-General by popular vote. Why should not the great city of New-York select its legal adviser in the same way?

Chauncey M. Depew's Presidential boom continues to grow and flourish in the hotel corridors like a green bay tree. Mr. Depew's friends are gaining confidence One of them, Chester B. Bradley, of Chantan qua County, one of the bright young politicians of Western New York, who was in the Pest Office Depart-Abderman Divver said vesterday that to-day, at menting of the Board of Alderman, he would offer resolution directing the Commission, he would offer resolution directing the Commission between the control of the Board of Alderman, he would offer resolution directing the Commission between the control of the Board of Alderman, he would offer resolution directing the Commission between the control of the Board of Alderman, he would offer resolution directing the Commission of the Board of Alderman Divversal of the Board of Alderman Divversal of the Board of th night, by wagering a hundred dollar suit of clothes with a well-known Democrat, that Mr. Cleveland would with a well known Democrat, that Mr. Cleveland would not be next President. Mr. Bradley argues the case in this wise: "Depew can carry this State. Why do I say so! For three reasons: He is popular with all factors, and will draw the full party vote to start with. In addition to this, he will have the support of a number of Independents, who admire his genuine Americanism, his great abilities, and his many splendid qualities. Besides these, he will have the votes of the employes of the New-York Central and other lines of the Vanderbilt system in this State. Do you know what this means! There are in round numbers about 190,000 men employed on these various lines. Of this number, nearly ninety per cent are Democrata. That may surprise you, but I know what I am talking about. I don't say that all of these would support Mr. Dopew, but I do assert that when once the opposition papers begin their attacks on the popular president of the Central, there will not be enough hands desert him to may a hand-car."

Fifth-ave., below Twenty-third-st., is slowly changing in looks and character. The invasion threatened some years ago by the shopkeepers seems to have been turned aside. Many of the "smart" shops have moved up nearer Thirty-fourth-st. Nor have the cleaper stores crept in much about Fourteenth-st. The loss of the Manhattan Club will be a sad blow to this part of the avenue. The opening of the old Lenox house as a church club and offices, and the building of the new Methodist house at Twentieth-st, may be suggestive of another turn in the quality of the street.

When the east wind whistles through the skeleton framework of the Coney Island observatory these March days, it sounds as if one of Paul Bauer's callages was going under a full head of steam.

The Harvard Club of this city is preparing a petition to the college authorities asking for the removal of the present restrictions on the baseball chil. For several years the Harvard nine has not been allowed to play with professionals or to employ a coach. The repeal of this rule, the petitioners think, would put baseball on a better footing. It certainly would give Harvard same valuable practice with the Boston club.

John Y. McKane is in hard luck. The Kings County

John Y. McKane is in hard luck. The Kings County Democrats have read him out of the party and new the sea is eafing up hig slices of his little kingdom on Coney Island.

COMMISSIONER SOMERS SUED FOR LIBEL. The trial of the selt of Benjamin F. Stevene against Park Commissioner Dautel M. Somers for libel boxan yesterday before Judge Cutlen in the Brooklyn Circuit Court. The aut before Judge Crilen in the Brooklyn Circuit Court. The anti-arises from the controversy in the fall of 1886 ever the alle-gation that the Hotel Brighton and other places on Coney Island had been supplied with water from the Park mains. Mr. Stevens charges that Mr. Somers accused him in the presence of newspaper reporters and others of stealing water from the Park supply pipe and selling it to these hotels, and that the accusations were printed in various New-York and Beautiful papers. Brookir papers. Mr. Somers sets forth in his defence a antistantial justification of the charge and claims that the statements made by him were made in persuance of his duty as a Park Commissioner. A jury was obtained yesterday and the opening plea made for the plaintiff.

A NEW COLONEL FOR THE 69TH REGIMENT. The 69th Regiment held an election last evening as their armory at Third-ave, and Seventh-st., to fill the position of lientemant-colonel, made vacant by the honorable discharge of Lieutemant-Colonel William Do Lucey. The candidates for prometion were Adjutant James Morae and Major for prometion were Adjutant James Moras and Major Edward Duffy. The voters consisted of the efficers of the line, and there were theirly votes cast out of a possible thirty-one. Adjutant Meran received sixteen and Major Duffy feurteen rotes. The election of Adjutant Meran was a great surprise to meat of the members as it was generally supposed that the major was the stronger mas. Colonel Moran joined the regiment as a private in 1869, was premoted to its electronate in 1970 and to adjutant in 1875, which pask he has held to the present time.

NEW-YORK DAILY TRIBUNE, TUESDAY, MARCH 13, 1888

cured an early train and reached his office at 11 a. ft., after three hours on the route. In reference to the schools Mr. Mullen said that he thought it improbable that any of them would continue in session all day.

"Of 150,000 pupils," he added, "I doubt if the attendance to-day will reach more than 25,000, and principals would be justified under the circumstances in dismissing their pupils."

Commissioner Henry L. Sprague was the only member of the Board of Education present at the offices of the Board during the day. "I think that the principals should have closed any school to-day where the attendance was slim and the scholars came from a distance. This is one of the evils of which many of the teachers are complaining. The reduced attendance Will affect their salaries, which are based on the average. They of course are not responsible for the storm and should not be held so. I inited to call this to the attendance it he Board and while a register of the exact attendance to day will be made, I shall suggest that in relation to the salary basis the attendance for today and to-morrow, if it is deemed advisable, shall be considered the same as it was last Friday."

At the Normal College it was stated that the attendance was less than 500 out of more than 1,500.

FLAMES ADD TO THE TROUBLE.

FIRE ENGINES STALLED IN THE DRIFTS HYDRANTS BURIED IN THE SNOW-STRENUOUS

EFFORTS OF THE FIREMEX-LOSS \$30,000. The danger of a great fire spreading in the city during the storm was increased about 7 p. m., when flames
were discovered in the top of the four-story factory
building at Nos. 9 and 11 laight-st. at the corner of
St. John's-lane. The building is owned by J. W. Dimmick. Two alarms were sounded and the firemen
made heroic and successful efforts to check the conflagration. For a time the flames rose from the roof

and made a threatening show. The glare was visible at a distance of two miles and caused widespread Two engines called to the fire failed to get there on account of the snow drifts. Engine No. 20 was stuck at Broadway and Canal-st., and fifty men tugged with the horses for an hour before the heavy machine could be extricated.

The hydrants near the burning building were burled out of sight in the snow, and there was difficulty in

getting water. Only four engines were able to work,

et the firemen managed to head off the fire after the factory building was gutted. The supply wagon was delayed for the same reason, and the firemen seized upon anything in the neighborhood that would burn delayed for the same reason, and the firemen setzed upon anything in the neighborhood that would burn to feed the engines. The hydrants were buried beneath heavy did is and valuable time was lost in getting at them. By the time a stream could be thrown the fire had spread to the printing establishment of B. H. Force & Co., No. 7 Laight-st., but it was quickly subdued in this building. Seeing that the paper box factory could not be saved, the firemen directed their efforts to the adjacent buildings. In the rear on St. John's-lane were two small tenement houses inhabited by negroes and Italians, 200 of whom were forced to rush out into the storm, and next to these the large wooden box factory of George F. Blair. Both of these buildings were with difficulty saved. On the other side of the rane is the Hygiente Hotel, which was slightly damaged by water. By 8:30 the fire was under control. Nos. 9 and 11 Laight st. were completely grated, nothing left standing except the wails. The two upper floors were occupied by the box factory of Starmwald & Poppe, and the ground floor by Charles McQuade, a machinist who has done much work for the District-Attorney's office in malling models to be used in the trial of cases, and whose loss on costly machinery will be large.

In the bas-ment was Baker's brass foundry and a Chinese lannery. No. 7 Laight-st, was occupied by B. H. Force & Co., printers, on the two upper floors; C. F. Reed, carpet dealer and upholsterer, on the ground floor, and Charles Bradley's restaurant in the basement. The losses of the occupants were about \$20,000. J. w. Dammick owned the building, which was damaged to the extent of \$10,000. The cause of the fire was not known.

COURT OFFICIALS AT THEIR POSTS.

COURT OFFICIALS AT THEIR POSTS. AS A GENERAL RULE THEY PRAVED THE STORM

AND ATTENDED TO THEIR DUTIES. The Judges and court officials at the General Sessions had as hard a time of it us the rest of the community, and the important business of that court was practically suspended for the day. Recorder Smyth, after hard experience in the snow-drifts of Murray Hitl, obtained a carriage and was at the General Sessions building at an early hour ready to preside at the trial of Guisseppe Longobardi, who is on trial for the murder of John Barrett. Some doubt was expressed whether the short and stout prosecuting officer, District-Attorney Fellows, would be able to fight a passage through the snow-banks from Washington Heights. He started after an early breaklast, took his chances on the elevated train, had to pass as many hours in delays as fell to the lot of most passengers by the circuated roads, and finally walked from Twenty-eighth and Sixth-ave, to his office. The only thing he honestly seemed to regret in his morning's experience was the \$1.70 charged for a meagre glass of sustaining liquid for hanself and an acquaintance at a weil-known restaurant. Ex-Judge Bedford, who assists in the prosecution, was also at the court-house. Several of the jurns who are serving in the Longobardi case live in the suburban districts, and only four of the twelve jurors answered when Deputy Clerk Hall called their names. The trial was adjourned until today.

MANY EXPERIENCES TO RELATE. as many hours in delays as fell to the lot of

such as might have protected him in travelling office of Corporation Counsel, in this city, shall be about the Western mountains last fail, made his for the day, as the witnesses and jurors were absent. Each of the clerks, officers and jurors had his story to tell of his experiences in reaching the building. One of the court clerks tramped from one clevated road to another at One-hundred-and-twenty-fifth-st., and finally secured a place in a train. The delay of an hour or two, usual yesterday, followed, and finally he induced the engineer to have the train draw closer to a station, climbed over the coal-box and so made his way to the street. A walk of two or three miles brought him to the court-house just too late to see court adjourned. Every one who lived within two or three miles of the court-house walked, as eabs were practically unobtainable. One of the officials took a long and ardinous ride in an open sleigh and suffered doubly from the cold. Offers of five or ten dollars were refused by conchmen when the distance to be traversed was more than a mile.

HOW THE VARIOUS JUDGES FARED. The Judges of the various courts with a few exceptions yesterday braved the storm and the exorbitant charges of the backmen, and were at their posts in due season. Of the Supreme Court Judges, all except Presiding Judge Van Brunt and Judges, all except Presiding Judge Van Brunt and Justices Andrews and Beach were present. Of the Superior Court Justices, O'Gorman and Dugro held court. Judge Allen was the only Judge of the Court of Common Pleas in the court-house. Judge Browne presided in the City Court, and Judge Nehrbas, of that court, reached the City Hall late in the day, having paid \$20 to a cabman to take him thither. Surrogate Ransom was in his place bright and early, but did not linger long after adjourning the Cornella M. Stewart will case. All the cases on the trial calendars in all the courts were postponed, owing to the absence of jurors, counsel or other interested parties.

WRECKED IN PENNSYLVANIA. THREE LIVES LOST, THREE MEN HURT. PASSENGER TRAIN RUNNING INTO A FREIGHT

TRAIN OFF THE TRACK NEAR HUNINGDON. PHYSICHG, March 12.—A collision between the second section of passenger train No. 9, west bound, and an east-bound freight train, occurred near Huntingdon, Penn., on the Pennsylvania Hailroad about 3 o'clock this morning. Cardner, the engineer, and the fireman, Mowry, of the passenger train, were instantly

killed. Both lived in Harrisburg. A freight bruke man was also killed. The freight engine had left the rails and obstructed the west track, and before a flag-man could be sent forward to signal the passenger frain the collision occurred. The express, which was coming West, was behind time and running at the rate coming West, was behind time and running at the rate of forty five miles an hour. The accident occurred at "Nigger's Gap," a rough part of the road, about forty miles east of Altoona. All train east and west were delayed all day. There were sixty-three passengers on the Western trains, and the tracks were lined with delayed trains. The Western and mail express reached Altoona at 1 o'clock. The passengers reported the complete week of the first sleeper and the second partly, that everybody escaped mahner except three in the first coach, who were seriously injured. The wreck involves an estimated loss of \$75,000.

HOTEL KEEPERS REAP A HARVEST.

A National political convention could not have given the hotels a larger business than did the blizzard. They were all well filled and some of them, as the Aster, Motropolitan and other down-town places, were Aster, Metropolitan and other down-town places, were overcrawded with people living in or near the city who could not get home. Extra cots were put up wherever there was room for them, and then lots of applicants were turned away. The hig hotels around Madison Square had no arrivals from out of town, but all Sunday guests had to remain and in addition to these there was such a crowd of city people as to leave few yearant rooms in the uptewn hotels.

THE STEWART WILL LAWYERS DIDN'T MIND IT. The first arrivals at the Court House posterday were the numerous eminent coursel in the Stowart will contest. They had come in carriages, an extravagance heavy storm without. Surrogale Ransom upon open-ing the court grooted Mr. Cleveland, the atternsy for Miss Rosalle C. Butler, who contests the trust clause World.

ATTHE MERCY OF THE STORM

Continued from Second Page.

Continued from Seco

RAILROAD AND HIGH WAY BLOCKED EFFECT OF THE STORM IN NEW-ENGLAND TRAINS STALLED OR ORDERED NOT 10 START-THE SNOW PACKED IN DEEP DRIFTS. [BT TELEGRAPH TO THE TRIBUNS.)

PHTSFIELD, Mass., March 12.—The greatest blizzard

which has taken place in Berlishire County, Mass., this winter raged to day with great fury. The sform was much worse than the one recorded a few weeks age. The snow has fallen for about twenty hours and at nightfall it was nearly two feet deep and the wind from the northwest piled it up into drifts from six to ten feet high. The wind increased in velocity all day and to night swept over the hill at the rate of thirty miles an hour. The mercury gradually fell all day and to-night reached zero. Business in all the large towns was suspended. The market men and grocers tomers. Travel on country roads was impossible and it will take several days to clear the highways. trains over the Housatonic Railroad were abandoned. Orders were received not to start any more trains out of Pittsfield till further notice. Train No. 42, with four cars and two engines, over the Boston and Albany Radiroad, going east, due at Pittsfield at 11:40 a. m., was stalled at Pittsfield, with orders not to start at present. Conductor Cornelius says not to start at present. Conductor Cornelius says that the aform continues all the way beween Pitts-field and Albany, N. Y., and he does not think it will be possible for any more trains to go over the road to aight and possibly not to-morrow. Train No. I. going west, over the Boston and Alhany, due at Pittsfield at 11:09 a. m., was stalled in a deep cut in the town of Washington, twelve miles east of Pittsfield, with little hope of getting through. Hundreds of men are trying to shovel it out. The train is filled with passengers, including Judge staples, who is holding the Supreme Court at Pittsfield. Ho went to Worcester to remain over sunday and should have reopened court again this morning. The lawyers and witnesses and clients are in Pittsfield, and it is impossible for them to get to their homes. Train No. 32, with five cars, which stated out of Pittsfield, going east, at 9 o'clock this morning, was stalled above Russdale with no prospect of moring. A freight train loaded with sheep and hogs was also stalled in Hinsdale. The trains over the Fitchburg Road in Hossield to make headway over that road this afternoon. New-Haven, Conn., March 12.—The mail and news-paper trains stalled this morning at black Rock, just below Bridgeport. The snow pucked hard and drifted badly. At Darien, several telegraph poles fell across the track. On the Naugatuck division, trains were snow-bound. No train came down the Northampton division, and no trains started East on the Shore Line. The snow drifted badly in the railroad yard lette, and trains were unable to push through without shovelling. On the horse car roads, cars pulled by six and eight horses were stuck and abandoned.

THE LEGISLATURE SNOW-BOUND. ONLY 17 OUT OF 128 ASSEMBLYMEN ANSWER TO THEIR NAMES.

Albany, March 12 (Special).-The big storm prevented the Legislature from holding any session to night. The white granite Capitol seemed to be the centre of a blizzard. Enormous heaps of snow surrounded the building and a gale reared about it. The streets of Albany were almost impassable for pedestrians or for horses. The railpassable for pedestrians or for horses. The railroad trains from all parts of the State bringing here the members of the Legislature were all snowed in, with the exception of one from the north on the Delaware and Hudson Railroad, and none reached Albany. No members of the Legislature except those who have been here since Friday last succeeded in reaching the Capital. The severity of the storm was such that Senstor Russell and the four Assemblymen of Albany did not come to the Capital. When the hour of meeting arrived there were 17 Assemblymen out of 128 present, and 7 Senstors out of the 32.

Ex-Speaker Husted said that it was unprecedented for such a storm to prevent a session of

Ex-Speaker Husted said that it was unpre-cedented for such a storm to prevent a session of the Legislature, and had the fact entered upon the journal of the Assembly. The members of the Assembly present were Speaker Cole, Airs-worth, Cheeney, Harrison, Coon, Coons, Donald-the Assembly present were Speaker Cole, Airs-Kimball, McCane, Roesch, Saxton, Shelton, and Whipple. The Senators present were Hawkins, Robertson, Fassett, McNaughton, Kellogg, Lewis and Sloan.

and Sloan.

Clerk Chickering of the Assembly was faithfully at his post and so was Clerk Kenyon of the Senate and Lieutenant-Governor Jones. Both bodies at once adjourned without doing any bus-

HOW HISTORY REPEATS ITSELF.

To The Editor of The Tribune. Sir: Twenty years ago to-day-March 12, 1868there was a snowsterm in this city as nearly like the present one as one pea is like another. There were no street cars running and no business done. Pedes-Longobardi case live in the suburban districts, and only four of the twelve jurors answered when Deputy Clerk Hall called their names. The trial was adjourned until to-day.

MANY EXPERIENCES TO RELATE.

Judge Gildersloeve, dressed in a cap and ulster, such as might have protected him in travelling and protected him and protected him and protected him in travelling and protected him and protected h hat there are no coincidences. New-York, March 12, 1888.

A truck that was carting paper for "The Morning Journal" got into a snowdrift in Barelay-st. and four out of the seven bales had to be dumped into the snow while the rest were taken to the office. At 5

m. the bales were still there.

The small boys who braved the storm and called out "Extree" had little paironage. Pedestrians (and there were few others, for cabmen charged \$5 an hour) evidently thought they had enough extra.

BARNUM'S SHOW ECLIPSES ITSELF.

TWO PERFORMANCES AT MADISON SQUARE GAR-DEN THAT LEFT NOTHING TO BE DESIRED.

Barnum again proved himself superior to the elements yesterday. This time it was snow, sleet and the howling blizzard that he bade defiance to. His great show opened at Madison Square Garden without a trace of the Bridgeport disaster about it and rather looking as if it had derived new splendor from the fire. Although great drifts made most of the neighboring streets practically impassable and travel was virtually at a stand still, the advertised matinee performance was given and in the evening it was repeated. Of course there were great vacancies yawning in the vast

there were great vacancies yawning in the vast tiers of seats in the Garden, but not a mean handful of spectators burned out in spite of the horrible weather. It was a treat they received, and it almost offset all the discomfort endured to enjoy it.

The arrangements in the Garden are novel and attractive. The cages of the animals are stretched around the rings where a bewildering number of performances are given simultaneously, and are between the boxes and the seats. As soon as the circus is over the menagerie can instantly be epened to view. After the matinee performances the animals are fed in view of every one who wishes to see an interesting sight. The museum is in a gallery, where the human freaks formerly dwelt, and Jumbo's skeleton and Jumbo stuffed and as natural as life catch the eye emmediately at the Madison-ave, entrance.

Then the magnificient Oriental entree' heralded the opening of the regular programme, "Tody"

Then the 'magnificent Oriental entree heraulter the opening of the regular programme, "Tody" Hamilton's boast that more money had been put into this big show than had been put in any other, could readily be accepted. In splendor and variety the procession of animals, the cavalende of knights and ladies, excelled anything that the great and only Barnaum ever attempted.

cade of knights and ladies, excelled anything that the great and only Barnam ever attempted. The costumes, elephant coverings, camel cloths and all the translags of the animals were sumptious in richness of color, brillianov of decoration and excellence of quality. All of the costumes are new since the Bridgeport fire, and are the most expensive ever used in circus or show annals, and even the elephants, who carried coverings worth \$1,000 apiece, half looked as though conscious of their fine apparel. A more gorgeous pageant than was presented in this opening display has never been placed before the pleasure-loving public.

The regular programme cambined an almost endless variety of equestrian, acrobatic and trick performances, numerous new features of startling interest being introduced. Plenty of fin was provided by the army of clowns, and the band shone in uniforms that have excited the envy of every military man who has seen them. There was but one verdict from those who had braved the elements yesterday to visit the Garden—namely: that in every department of their varied aggregation of circus, menageric and show attractions. Messare. Barnum & Bailey had attained a success exceeding any achieved before the winter fire.

A Horrible Possibility.—Dear Friend—That gentle-man who boards at your house seems to be very atten-tive to you, my dear. Sweet Girl—He is and I—I love him, but O, what a risk I am running. We are engaged.

"Risk)?

"Risk!"
"Yes, it nearly breaks my heart when the thought
mes to me that he may not love me for myself alone comes to me that he may not love me for myself alone
but—boo, hoe!"
"Calm yourself, my dear. Why should he marry
you if he does not love you!"
"Ho—he ewes mother three months' board,"—fomaha

AN ANSWER FROM THE WABASH. REFUSAL TO HANDLE CARS WITHDRAWN. NO SUCH ORDER MADE ON THE DATE NAMED BY THE BURLINGTON-THE LATTER STILL DEMAND-

ING AN INJUNCTION AGAINST CHIEF ARTBUR, CHICAGO, March 12-When the petition of the Burlington came up before Judge Gresham the road presented a number of affidavits showing how the Wabash had refused to handle its freight, after which the answer of the Wabash to the petition was read. In the answer the respondent admits that in his official capacity he is subject to the orders of the court; "hoids himself out to the public as a common

carrier of persons and property and subject to all the obligations, duties and imitations imposed upon such carriers engaged in the State and Interstate traffic, either by the common law or the statutes of Hilnois or the acts of Congress thereto pertaining; and further admits the truth of the allegations of the petition respecting the practice of interchanging loaded car between the respondent, in his official ca-pacity as receiver, and the petitioner, but denies that such interchange of loaded cars has been large at the City of Chicago or elsewhere, as stated in this peti-tion. On the contrary the respondent says that in fact such interchange of ears with the petitioner has been a small and unimportant part of the business of the respondent, such business having amounted in the month of January, 1888, being the last mouth for which complete returns have been compled, to a value not exceeding \$500, being less than one-sixth of I per cent of the railway business under the management of the respondent for that month.

This respondent says that the Chicago, Burling-ton and Quincy Railroad Company is not engaged in operating a system of railways which forms with that operated by the respondent a continuous or trunk line or lines leading from one or more sections of line or lines leading from one of the country to others; but, on the country to others; but, on the country much of the ing a system which enters and occupies much of the territory tributary to the railway operated by re-spondent and its associated lines, and is a rival system to that of respondent and is directly competitive at

territory tributary to the railway operated by respondent and its associated lines, and is a rival system to that of respondent and is directly competitive at many points.

The answer admits that their agent declined to undertake the handing of the Eurlington freight cars tembered on March 6, but dended that such refusal was as alleged in the Eurlington petition, made under the septitided instructions extinating with the Wabash, whereby that company had directed that its agent's employees should absolutely and naconditionally refuse to receive any loaded cars from, or deliver any loaded cars to, the petitioner or disregard its obligations as a connecting carrier. The Wabash issued no instructions concerning the handling of Eurlington freight until March 7, when they issued the following: "We cannot handle Chicago, Burliagren and Quiney, ears over this road at present. We must decline to receive them. Transfer all freight from their cast to the Wabash cars."

The reason for this order was, that the Burlington since its engineers and firemen went on the strike had succeeded in filling their places. Lad gradually but showly come into renewed partial operation, but in so doing had absorbed and taken into its employment substantially all the connected under the local programment of the petitioner.

The answer then goes on to state that the relations between the Wabash and its engineers and firmen were harmonious and that they being solicitous that the engineers in the Entired States except these, who by association and community of feeting are in sympathy with the locamotive engineers in the finite states are played by the region of the engineers and firmen was harmonious and that they being solicitous that their traffic should not be interrupted by reason of any complexation growing out of affiliation and friendly feeling of the engineers and fire the petitioner, and for that reason the orders were issued as a temporary measure.

The answer then says that the orders not to handle freight were withdrawn on Saturday

railroads."

The above order, the answer says, has been in full force since its issue and will be continued and executed. In conclusion the Wabash denies having bad any business transactions or communications from P. M. Arthur, or any one representing bin, and prays that the petition be dismissed at petitioner's

After the Wabash answer had been read, shawing that Receiver McNulta on Saturday revoked his previous instructions and ordered former business relations with the "Q" road resumed. Judge Gresham asked the representatives of the "Q" road what position that left them in the suit, and Wirt Dexter replied that the road still desired the order from the court which was originally asked for, and still asked that the court issue the desired order restraining Chief Arthur and the Brotherhood from ordering or causing a strike on the Wabash, or any other road, in consequence of the action of these roads in hauling "Q" freight.

HARVARD UNIVERSITY NOTES.

CAPTAIN PREIFFER'S RESIGNATION - BASEBALL

CAPTAIN PFEIFFER'S RESIGNATION—BASEBALL SCHEDULE—JUNIOR CLASS MERTING.

CAMBRIDGE Mass., March 12.—The college has had a very exciting and rather dispiriting topic of conversation during the past week, in the resignation of E. C. Pfeifer, '80, who, up to Monday last, was explain of the 'Varsity erew of '88. Pfeifer's resignation is looked upon by the college world and by the rowing men in particular as a serfous blow to the prospects of the crew. It is stated also that Pfeifer will protably not remain in college, and se will not even aft in the '88 boat at New-London. Lack of mency to keep him at Harvard is given as the reason for this step, and yet it is apparently true that even were he to remain in college, he would not remain on the crew. The Advisory Committee, apparently, have only taken facts as they found them. Pfeiffer's resignation, it seems, was handed in four weeks ago or more, and was not accepted without refuctance. Then it became necessary to choose some one as captain in place of Pfeiffer, and the Advisory Committee found no crew organized to elect a captain.

without reluctance. Then it became necessary to choose some one as captain in place of Preiffer, and the Advisory Committee found no crew organized to elect a captain. They therefore chose E. C. Storrow, '89, with the advice of certain members of the crew, and his selection was confirmed at the next meeting of the crew.

It cannot be said that the crew stands so good a chonce of success in July as it did a week ago. Preiffer was energetic, enthusiastic and thoroughly on the alert. Howas bound to wim at New-Lendon. Under his captaincy there has been a distinct departure from the prevalent rowing spirit noticeable at Harvard for three years past; the spirit that doubts of success and dares only to assert that a strong effort will be made. The crew have acted thus far this year as if they were absolutely determined to win. Pfeiffer was, moreover, a fairly good carsman, though not of the very best. He was strong, and had good endurance for a long pull. It is doubtful if his place can be filled. Still, there are twenty or more candidates for the crew rowing every day, and Butler and Wood may come on after the class races. With so much material a good captain ought to build up a winning crew. It remains to be seen whether Captain Storrow is the man for the place.

The University nine is getting along slowly. The chances of winning the pennant this year for Harvard seem to be rather small. But what can be done doubtless will be done by Captain Henshaw. The following is the schedule of games thus far arranged by the manager of the nine: April 23, Williams at Williamstown; May 2, Ambirdse; April 23, Williams at Williamstown; May 2, Ambirdse; April 23, Williams at Williamstown; May 2, Princeton at Cambridge; May 7, Princeton at Cambridge; May 9, Princeton at Cambridge; June 16,

May 24, Williams at Combridge; Jane 25, Princeton at Princeton; June 2, Princeton at Cambridge; June 9, Yale at Cambridge; June 18, Holy Cross at Wercester; June 18, Melrose at Melrose; June 23, Yale at Cambridge; June 29, Fale at New-Haven-On Wednesday evening the juntor class held a dinner at Parker's Hotel, at which 160 men were present. The

Parker's Hotel, M. which 100 men were present. The officers of the dinner were: President, Perry Trafford; teast-master, Benjamin Weaver; crater, Thornton Woodbury; poet, C. Hunneman; prophet, J. H. Sears; chorister, M. A. Taylor.

A BURGLAR WITH A LONGRECORD CAPTURED. Burglars entered the store of John W. Ritchie, at 30 Broad-st. on the night of January 26, and stole five overcoats valued at \$185. Mr. ported the case to Captain McLaughiln, of the First Precinct police station and gave him samples like the goods stolen. Detectives Oats and Nugent were put on the case and found one of the coats at Simpson's pawn shop in Chatham Square, and secured a description of the man who pawned "T. The detectives have tion of the man who pawned "I. The detectives have been on the look out for him, however, and night before last Detective Oats arrested him in Rectorst, mear Greenwickst. He at first denied his guilt, but when confronted by Simpson, who identified him positively, he acknowleged everything, told where the pawn

he acknowleged everything, told where the pawa tickets for the other coats could be found and said that his confederate was one Sullivan who has since been arrested for burglary and, sentenced to live years in state Prison at Allegheny City, Penn. His correct name is thought to be John Regan. He has already served four terms for burglary; in 1876 for entering a bonded warehouse in Washington at, for entering a bonded warehouse in Washington and his State prison for a safe burglary in Park Row; in 1884 he robbed a store at Reach and Variek-sis, for which he received eighteen morths in State prison and 1866, he received eighteen morths in State prison and 1866, for an attempted burglary at 50, 315 Broadway he served two years. He has been known at different times as Dennis Burns and Michael O'Brien

AN ACTRESS WHO DISLIKES MATINEES.

AN ACTRESS WHO DISLIEUS MATINEES.

From The Pittsburg Dispatch.

"I hate matinees," said an actress to me yesterday in the close of a performance, as she walked into the lobby.

"And why particularly?"

"I hate them for a lot of reasons. You'd find it very hand to put your hand on a man or wamman in the profession to-day who dosn't hate matinees. Everybody hates them, and I'm ashamed to say that if it wasn't for a pack of women we shouldn't have to give matinees at all?"

"Ent why do you hale matinees?"

"Firstly, because I regard one performance a good day's work, and as much as any conscioutions actor ought to do. Secondly, because the daylight sits gives into the theatre and gets up a fight with the gas almost every time—and I like to see the woman who looks well under daylight and gaslight mixed. Thirdly and chiefly, I hate matinees because at them the audience is almost always a cold, chilly thing,

chary of its applause and scattered all over the house like a flock of dumb geesa. The reasen for the meagorness of applause always to be noted at mailness is that the audience is usually nine-tentle, women. Nature has not built woman for extrawagint manifestations of delight in America; and the makers of gowns and applied machinery in dress have decided that what fittle disposition the American woman has for applauding shall be thwarfed by innumerable and complicated devices. You can't expect a woman to crack her goves or bring about an attack of heart disease to gradify an actress, can you? That's what she'd do at the very least, the average tailor-made woman, if she clapped her hand and cried 'brave'? simultaneously."

IT LOOKS AS THOUGH HE WAS A BLAINE MAN

The Editor of "The Allegany County Republican" has the courage of his faith in the star of Blaine. Ho offers to send his journal to any address in the United States, free from this time till Jone 10, on the condition that the recipient pay the usual rates for the paper in case Mr. Blaine is nominated at Chicago in June. Furthermore he will "accept any subscription between now and June 19, payable only when James G. Blaine shall be elected President of the United States—that is to say, November 6, mext, the agreement to be void only in case of Mr. Blaine's death. The editor insists that his challenge is tssued in good faith, adding: "Any man in the United States, not at present one of our subscribers, and who questions, first, whether Blaine will be nominated, and second, whether, if nominated, he will be elected—now has the chance to get a common country journal, edited by a 'd—— country scribbler,' diet cheap for a little white." The Editor of "The Allegany County Reput

THE WEATHER REPORT

[No a dvices from Washington could be obtained last night

TRIBUNE LOCAL OBSERVATIONS. HOURS: Morning. Night. 12845678910121234567891011

In the diagram a continuous line shows the baremeter suctuations restorday, as observed at the United States Signal Service station at his city. The dashes indicate the temperature noted at Hudnut's pharmacy, 218 Broad-TRIBUNE OFFICE, March 13-1 A. M.-Blinding snow, alto

gether about eighteen inches in depth on a level, fell all day yesterday, with high northwesterly winds and increasing cold. Between midnight and midnight the temperature fed Sunday.

In and near this city to-day there will probably be nearly

J. B. PLUMB. Niasana, Ont., March 12.-J. B. Plumb, Speaker of the Senate, died here to-day.

PRAISE.

Children Cry for Pitcher's Castori

BERGH-At his residence, 420 Fifth-ave. in this city, on Monday, the 12th test, after a protracted illinois, Henry

Monday, the Ison Bergh. Notice of funeral hereafter. BARRY-At Morrisania, on March 10, Thomas Barry, acod 78 years.
The relatives and friends of the family are respectfully intended to attend the famoral services at his late residence, 1,120 Forrest-are, near 197th st., on Ionsday, March 13, at 4 o'clock.
Interment at Greenwood Wednesday morning.

BELLAMY-On Sanday, March 11, after along il asse Rufus W. Belfany, in the 34th very of six age. Faneral from his Late residence, 217 West 134th-at., on Tues-day, March 13, at 20 cledt.

day, March 13, at 20 cisest.

COUHRAN—At the residence of her grandfather, Rebers Carter, 47 West 554.5st., on Sunday, March 11. of mombranous croup, Elify Baylis, daughter of Annie Carter and the late Rev. L. W. Cohran, aged 7 years.

Interneunt at Mansham, N. J.

PERRY—On March 12, Martha A., wife of Silas S. Ferry, 1a the 59th year of her age.

Brooklyn, Weinestlyr, March 14, at 8 o'clock p. m. Relatives and friends invited.

Interneunt at Riverhead, L. L. on Thurs lay magning.

Laterment at Riverhead, L. L. on Thurs lay magning.

GEDNEY-At White Plains, Sunday, March 11, Ame F., wile of William Bartholomew Geiney.
Notice of funeral incusting HENDERSON-On Saturday, March 10, at the residence of her nicce, Mrs. L. Craudell, Jamaica, L. L. Jano Hender-

her since, Mrs. L. Crandell, Jamaica, L. L., Jano Henderson, in the 66th year of her are.

Relatives and fronts invited to attend the funeral services at the residence of her sister-in-law, Mrs. George M. Mitchell, 439 West 19th-st, on Tursslay, March 13, at 8 p. in.

Interment at Tarrytows on the 14th.

HUSTED—At Portchoster, N. Y., Saturday, March 16,

Mis. Janett A. Husten, in her 75th year.

Relatives and friends are invited to attest the funeral from
the residence of are son, A. M. Husted, in Westchester.

avc. Turslay, March 13, at 2 deleck p. in.

LADEW—On Friday evening, March 9, after a short illness,
Harvey S. Ladew, in his 65d year.

Services at his late, residence, 813 Madison-ave, Tuesday,
March 13, at 10:39 a. in.

LAING—At San Antonia, Texas, Saturday, March 16,

March 13, at 19:50 a.m.

LAING—At San Antonia, Texas, Saturday, March 10, Amelia II., wifeed Edgar L. Laing, and daughter of Judge Grange Ferris,
Intermentat Glens Falls, N. Y.

MYERS—On the 11th inst., James S. Myers, in his 53d year Notice of funeral hereafter.

OGDEN—On Friday, March 2, 1888, at Hamilton, Bermuda, Cadwalader Evant Ogden, in the 42d year of his age.

Notice of funeral hereafter.

SHAPFER, Suddenly, of mempanets.

Notice of funeral horeafter.

SHAPFER—Sublenly, of pneumonis, March 12. Edward
Livingston Shaffer, M. D., son of the Rev. James M.
Shaffer.
Notice of funeral hereafter.

TITUS—As Bye, N. Y., March 9, 1838, George P. Titus,
in the 72d year of his age.
Funeral from Christ Church, Rye, on Tuestay, 13th inst., at
3839 m.

Takus leave Grand Central Station at 2-20 p. m.; returning
leave Bye at 4:45 and 5:55 p. m. TWEDDLE-On Sunday, March II. Thomas Tweddle, con of the late Thomas R and Jane M. Tweddle. Fineral Tunslay, March II. at 100 close from the Church of St. Mary the Virgin, 228 West 45th-st. Relatives and frients are respectfully invited to attend.

Friends are respectfully invited to attend.

Well-TH-In Brooklyn, on Sunday morning, March 11, Jennio Maddren, beloved wife of Eghert M. Worth.

Relatives and friends are invited to attend the tuneral services on Tuesday evening, 13th inst., at 7.30 p. m., at the residence of her brother, No. 1 Hanson place.

Special Notices.

Robert Somerville, Auctiones. BY ORTGIES & CO. FIFTH AVENUE ART GALLERIES, SALE THIS EVENING AT 8 O'CLOCK. PAINTINGS, BY GEORGE HENRY HALL, N. A.

ALSO A SUPERB COPY OF TITIAN'S DANK. A.— The Very Beat Propagation of COD-LIVER OIL.
Caswell, Massey & Co.'s Emilsion with Quitnine and Papsia,
Prescribed by leading physicians, 1,121 B way & 578 5th-av.

Post Office Notice.

Should be read early by all interested, as changes may secur at any time.

Letters for foreign countries need not be specially addressed for dispatch by any particular steamer, except when is to desired to send duplicates of banking and commercial documents, letters and specially addressed being sent by the fastest vessels available.

Foreign mails for the week ending March 17 will close (premptly in all cases) at this office as fellows:

TUESDAY—At 2:30 a. m. for Ireland, per steamship Nevada, via Queensiewn (letters for Great Britain and other European countries must be directed "per Nevada", it at 3 p.m. for Trutillo, per steamship Stroma, from New-Orleans.

other European Gentrien must be directed "per Nevada"); at 3 p. m. for Truxilo, per steamship Stroma, fram New-Oriceans.

WEDNESDAY—At 1 a. m. for Brazil, and for the 1 a Piata countries and Chiti, via Brazil, for St. Thomas and fee St. Croix via St. Thomas, for Barbados, and for Trusicad and Demerara, via Barbados, per steamship Finance, from Newport News (letters for other Whalward Islands must be directed "per Finance"); at 3:30 a. m. for Iraland, per steamship Estatumic, via Quroeastown (letters for Great Britain and other European countries must be directed "per Britane"); at 5 a. m. for Iraland, per steamship Estatumic, via Stothampton and Bremen; (letters for Fresh Britain and other European countries must be directed "per Britain and other European countries must be directed "per Britain and other European and Bremen; (letters for Fresh Britain and other European countries must be directed "per Etam"); at 1 p. m. for Procreso, per steamship Fagiantine; at 1 p. m. for Procreso, per steamship Fagiantine; at 1 p. m. for Procreso, per steamship Fagiantine; at 1 p. m. for Procreso, per steamship Fagiantine; at 5 p. m. for Helize, Puerto Cortana, i. st. Croix, also for Wiedward Islands direct, per staamship Bermuda; at 3 p. m. for Italian and Fagiantine; at 3 p. m. for Helize, Puerto Cortana, i. st. Croix, also for Wiedward Islands direct, per staamship Athos (letters for Savanilla, &c. must be directed "per Athos"); at 1 p. m. for Bermuda per steamship Truindad; at 1 p. m. for Earnman and Bluesfield, per steamship Churas, Vincotan, per steamship Churas, via 1 p. m. for Campedha, Chiapas, Taloneso, for other Marican Security Per Landship Churas, via 1 p. m. for Campedha, Chiapas, Taloneso, for other Marican Security Per Landship Churas, via 1 p. m. for Campedha, Chiapas, Taloneso, for other Marican Security Per Landship Churas, via 1 p. m. for Per Chipas, per steamship Per Landship Vincotan, per steamship Churas, via 1 p. m. for France, switchen via 1 p. m. for France, switchen via 1 p. m. for France, switche

SUNDAY-At 3 p. m. for Bineficida per steamship Guasic from New-Orleans.

from New-Orleans.

Malls for China and Japan, per ateamship City of Sydney (from San Francisco), close here March '18 at 5:30 p.m. Mails for the Hawaiian Islands per ateamship Australia (from San Francisco), close here March '21 at 7 p.m. Mails for the Society Islands, per ship Troppes Bird (from San Francisco), close here March '25, at 5:30 p.m. Mails for Australia, New-Zealand, Hawaiian, Fiji and sameon Islands, per atsumable Mariposa (from San Francisco), close here March '29, at 9 m. (or on arrival at New-York of steamship Republic with British mails for Australia. Mails for Chia, by rail to Tamps, Fis., and thence by ateamer, yia key Wess, Fis., close at this office daily at 2:30 a. m.

"The schedule of closing of Trans-Pacific mails is averaged on the presumption of their uninterrupted overland transit to Ean Francisco. Mails from the East aviving on time at San Francisco on the day of salling of steamers are dispatched thence the same day.

HENRY G. PEARSON. Postmator.

Post Office, New-York, M. Z., March S. 1884.